



# **CITY OF SUNNYVALE REPORT Planning Commission**

**July 26, 2004**

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**SUBJECT: 2004-0454 – City of Sunnyvale - Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan**

**Introduction of an Ordinance: Rezone of Certain Parcels from High Density Residential to Commercial located within Futures Areas 7 and 8 near Tasman Drive and Fair Oaks Avenue**

## **EXECUTIVE SUMMARY**

In July 2002, staff presented to Council the results of a study issue to determine the potential for rezoning industrial sites north of US-101, south of SR237 and west of Lawrence Expressway to residential and commercial zones. Council adopted a General Plan Amendment to accommodate High Density Residential and up to 140,000 square feet of commercial throughout the area, and Rezoned a portion of the project area from MS/ITR/R-3/PD to R-4/PD to encourage immediate conversion to High Density Residential use.

Concurrent with these actions, Council directed staff to “work with retailers to encourage commercial development in this area and to identify commercial sites and linkages to the residential area”. Council also directed staff to prepare a pedestrian and bicycle circulation plan for the area to provide opportunities for the new residents to enjoy non-automotive access to transit stops and to retail services.

In January 2004, staff updated Council on efforts to attract a major grocery store or drug store to the area. In addition, staff noted that a Pedestrian Circulation Plan and Transit Oriented Development Enhancements would be returning for Council consideration later that year.

This report introduces the Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan and analyzes the potential Rezoning of two properties located at the intersection of Tasman Drive and Fair Oaks Avenue for the purpose of enhancing commercial development within the study area.

## **Fiscal Impact**

The Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan will result in additional development costs related to the installation of enhanced pedestrian facilities. The Plan envisions that these costs would accrue at the time of development and would, for the most part, be borne by the developer/builder. As noted in the Plan, City staff will pursue a variety of grant funds and other incentives to help defray full implementation costs. There may be fiscal impacts to the City associated with the implementation of the Plan, as

some grant funding opportunities may require local matching funds. However, staff would approach the Council with such requests as needed

For a more complete discussion on related fiscal matters, please refer to “Grant Funding/Incentive Opportunities” and “Implementation/Fiscal Impact” Sections of this report.

### **Public Contact**

Notices (386) of Public Hearings with the Planning Commission and City Council were sent to all property owners and tenants within 500 feet of the project area. In addition, notices were sent to the Sunnyvale Chamber of Commerce, BOMA (Building Owners and Managers Association of Silicon Valley), the Silicon Valley Manufacturing Group, VTA (Valley Transportation Authority), and Santa Clara Valley Water District.

City staff met with the property owner at 1156 Fair Oaks to discuss the proposed Rezone from R-4/PD to C-2/PD. Generally, the property owner supports the flexibility of development that the Rezone would accommodate, provided mixed use with residential above is an option.

In a phone conversation, City staff discussed the proposed Rezone with the representative of the property owner at 1160 Fair Oaks. The property representative noted that long-term leases are currently in place for existing tenants. The property owner is generally supportive of the proposed Rezone provided it would not negatively impact the current use of the property.

Two phone calls were received seeking clarification of the Plan. Caller concerns focused on the ability of existing tenants to continue current business operations.

Notice of the Negative Declaration and the public hearings for this project were published in the Sun newspaper. The staff report is posted on the City of Sunnyvale's Website and provided at the Reference Section of the City of Sunnyvale's Public Library. The Planning Commission and City Council Agendas were posted on the City of Sunnyvale's Website and recorded for SunDial.

### **Recommendation**

Take the following actions:

- A. Adopt the Negative Declaration;
- B. Adopt the Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan;
- C. Introduce an Ordinance to Rezone properties located at 1156 North Fair Oaks Avenue (APN 110-29-040) and 1160 Fair Oaks Avenue (APN 110-29-038) from R-4 /PD (High Density Residential/Planned Development) to C-2/PD (Highway Business/Planned Development)

## **Attachments**

- A. Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation (Draft 6-30-04)
- B. Initial Study and Negative Declaration
- C. Bicycle and Pedestrian Advisory Committee (BPAC) Minutes
- D. Rezone Ordinance
- E. Resolution No. 159-02

## **BACKGROUND**

### *Futures Study/Industrial-to-Residential (ITR)*

The project area consists of Futures Areas 7 and 8. These areas are Zoned ITR (Industrial to Residential). These ITR areas were created in 1993 to specifically identify commercial and industrial areas that would be appropriate for transition to residential uses. As originally adopted, the ITR designation allowed for the continuation or expansion of existing industrial and commercial uses as well as the construction of new medium-density residential housing. Appropriate General Plan, Zoning and environmental review was conducted to simplify the process for potential development. Environmental impacts associated with the construction of residential units were addressed with an EIR in the original study.

### *Northern Sunnyvale Retail Market Study*

In 1997, the City had a retail market study prepared by P.J. Donnelly Company for the entire north of Sunnyvale (North of Central Expressway) area, which includes Futures Areas 7 and 8. This study analyzed neighborhood-serving commercial centers in the area to determine if the existing supply met demand. The results indicated that the northern part of the City is underserved and recommended additional steps to facilitate neighborhood retail. A preliminary site at the corner of Tasman and Fair Oaks was identified as one of several sites having the potential for additional commercial uses.

In December 2000, the City Council requested a study to examine the potential of Rezoning industrial sites north of US-101, south of SR 237 and west of Lawrence Expressway to residential and commercial zones. The study was prompted by concerns about the current housing shortage and the lack of adequate neighborhood-serving commercial centers in the north part of the City. Several sites were considered; some of which were ultimately determined to be environmentally unsuitable for residential development due to the exposure to freeway noise. In some cases, reduced visibility and circuitous access made certain sites less viable for commercial development.

Ultimately, this study focused on Futures Sites 7 and 8 for which a Traffic Study was prepared addressing traffic related impacts that might result from high density residential and up to 140,000 square feet of retail development.

In July of 2002, Council: Amended the General Plan in the study area to allow Medium High Density Residential; Rezoned the study area north of Tasman to

R-4/PD; and, directed staff to continue to explore retail sites in this study area. Council also directed staff to prepare a pedestrian and bicycle circulation plan for the area to provide opportunities for the new residents to enjoy non-automotive access to transit stops and to retail services.

In January 2004, staff updated Council on efforts to attract a major grocery store or drug store to the area. In addition, staff noted that a Pedestrian Circulation Plan and Transit Oriented Development Enhancements would be returning for Council consideration later that year.

## **EXISTING POLICY**

### **TASMAN/FAIR OAKS AREA PEDESTRIAN AND BICYCLE CIRCULATION PLAN**

The Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan does not propose to implement any new City policy. All proposed improvements and guidelines are pursuant to existing policy. The Plan is directly related to a number of existing City policies contained in the Land Use and Transportation Element of the General Plan. These policies pertain directly to land use development and transportation in the vicinity of transit stations.

### **Land Use and Transportation Element**

**Goal C3** *Attain a transportation system that is effective, safe, pleasant, and convenient.* (For a complete listing of associated Policies and Action Statements, please refer to Section IV of the Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan.)

### **Resolution No. 159-02**

In July of 2002 Council adopted a Resolution modifying the Land Use and Transportation Element of the General Plan to add a new land use category within Futures Site 7 and 8. The new category promotes medium to high density residential and the potential development of 140,000 square feet of retail. (See Attachment E).

### **REZONE**

The proposed Rezone of the properties located at 1156 and 1160 North Fair Oaks Avenue is related to the following policies contained in the Land Use and Transportation Element of the General Plan.

### **Land Use and Transportation Element**

**N1.10** *Provide appropriate site access to commercial and office uses while preserving available road capacity.*

**N1.10.1** *Locate commercial uses where traffic can be accommodated, especially during peak periods.*

**N1.10.2** *Encourage commercial enterprises and offices to provide support facilities for bicycles and pedestrians.*

**N1.13.2** *Support convenient neighborhood commercial services that reduce automobile dependency and contribute positively to neighborhood character.*

**N1.13.3** *Provide opportunities for and encourage neighborhood-serving commercial services in each residential neighborhood.*

**N1.13.5** *Provide pedestrian and bicycling opportunities to neighborhood commercial services.*

### **VTA Community Design and Transportation Program**

On September 30, 2003 Sunnyvale City Council officially endorsed the Santa Clara Valley Transportation Authority (VTA) Community Design and Transportation (CDT) Program. This is the VTA's primary program for integrating transportation and land use. The program is intended to build a stronger and more dynamic working relationship between VTA and its Member Agencies. The Program provides a framework to pursue mutually beneficial projects, to enhance transportation and land use integration efforts already underway, and to create new opportunities for cities to plan and fund capital projects that enhance community livability, vitality and sustainability. The Tasman/Fair Oaks Area Pedestrian and Bicycle Plan is consistent with the intent of the City's endorsement and directly implements a number of facets of the VTA CDT Program.

The endorsement conveys the City's concurrence with the CDT principles including (Please refer to PCEP for a complete listing of CDT principles):

- Target growth in cores, corridors and station areas.
- Intensify land uses - high density suitable to the community should be located near transit.
- Provide a mix of land uses - retail with jobs, housing and neighborhood commercial.
- Design for pedestrians - comfortable, easy access to buildings, transit, wide sidewalks and pedestrian amenities.

### **City-Wide Design Guidelines**

The City-Wide Design Guidelines were adopted by the City Council in June 1992 in order to implement the Community Design Sub Element goals and policies and provide detailed direction on site and building design issues. They mainly address development projects on private properties and are intended to: enhance the overall image of the City, protect and preserve the existing character of the community, communicate the image the community desires, and achieve a higher design quality.

All site layout and building design guidelines provided in the Plan are consistent with existing City-Wide Design Guidelines.

## **DISCUSSION**

### **TASMAN/FAIR OAKS AREA PEDESTRIAN AND BICYCLE CIRCULATION PLAN**

As noted in the "Background" section of this report, the Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan has been developed in response to

a Council request to study the potential for rezoning industrial sites north of US 101, south of SR 237 and west of Lawrence Expressway to residential and commercial zoning districts. As part of that study, Council recognized the need for pedestrian linkages throughout the study area due to unique access to multi-modal options.

The Plan incorporates the area designated as Futures Sites 7 and 8. Futures Site 7, comprising approximately 84 acres, is generally described as that area bounded by SR 237 and US 101 to the north and south, and Morse Avenue and Fair Oaks Avenue to the west and east. Futures Site 8, comprising 12 acres, is generally described as that area bounded by Tasman Drive to the south, Fair Oaks Avenue to the west, the East Channel to the east and existing residential development to the north (plus one small parcel on the east side of Fair Oaks Avenue and south of Tasman Drive).

The proposed goals of the Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan are to:

1. Enhance quality of life for residents within Futures Sites 7 and 8 through improved pedestrian access to parks and open space, schools, retail amenities and public transportation.
2. Encourage increased pedestrian, bicycle, and transit use through streetscape improvements, land use planning and architectural design.

The Plan addresses pedestrian circulation improvements throughout the study area, as well as improvements to access destinations outside of the study area, e.g. nearby schools. Many of these improvements will pertain to the public right of way; however, access through and between private property is also discussed. The Plan also discusses design guidelines and streetscape standards that will apply throughout the study area. These guidelines and standards relate directly to the creation of an improved pedestrian experience.

### **Pedestrian Circulation Improvements**

The goal of many of the circulation improvements discussed in the Plan pertain directly to improved access to the Fair Oaks Light Rail Station; however, secondary circulation goals include access to schools, parks and open space, as well as access to future retail/commercial sites.

The Plan identifies key pedestrian destinations within the study area, as well as important pedestrian routes. Students living within the study area will be attending Lakewood Elementary School and Columbia Middle School, which will be key pedestrian destinations located outside of the study area. Pedestrian destinations noted within the Plan include the Fair Oaks Light Rail Station, three access points to the John W. Christian Greenbelt, two potential future commercial sites and access to a future City park site.

The Plan provides a list of recommended improvements to be considered as parcels within the study area develop or when funding becomes available. Areas of discussion within this section of the Plan include "Public Street Improvements" and "Private Development Improvements". For complete details, please refer to Section II of the Plan.

### **Transit Oriented Design Guidelines**

This section of the Plan is intended to encourage transit use and reduce vehicle dependence with an emphasis on access to the Fair Oaks Station-VTA Tasman Light Rail Line. Implementation of these Guidelines will enhance pedestrian oriented places, encourage walking and enliven public spaces while facilitating the ability to walk to local services and transit within the study area.

The guidelines proposed by the Plan will promote a multi-modal approach to the design of streets that balances the emphasis on vehicles with goals for promoting travel by foot, bike, and transit, as well as goals relating to quality of life. Areas of discussion within this section of the Plan include "Sidewalk and Streetscape", "Intersections", "Site Layout", and "Building Design". For complete details, please refer to Section III of the Plan.

### **Grant Funding/Incentive Opportunities**

There are a variety of funding opportunities that can help the City achieve the goals that are outlined in the Plan. City staff shall seek funding for improvements, where appropriate, through the funding opportunities described in Section V (Grant Funding/Incentive Opportunities). A brief summary of possible funding sources follows.

#### **Metropolitan Transportation Commission - Transportation for Livable Communities**

This program's intent is to improve town centers, public transit hubs, key streets and the like as a way of fostering community vitality and recapturing some of that small-town atmosphere that has been lost in many Bay Area cities. The program provides planning grants, technical assistance and capital grants to help cities and nonprofit agencies develop transportation-related projects fitting the Transportation for Livable Communities profile.

#### **Planning Grants**

Planning Grants fund a process that brings community stakeholders, designers and transportation planners together to engage in "bottom-up" community planning. Outcomes of this inclusive planning process include transportation-land use concept plans, design guidelines for walkable and transit-friendly "Main Streets," concept designs for capital projects, and implementation plans. Up to \$75,000 per project is available.

#### **Capital Grants**

Capital Grants fund the design and construction of transportation improvements such as streetscapes, transit villages, bicycle facilities, and pedestrian plazas. Funding for TLC capital projects come from federal transportation dollars through the federal Transportation Equity Act for the 21st Century and its future successor. Capital grants range in size from \$150,000 to \$2 million per project. Projects must meet project readiness criteria, capital screening criteria, and capital evaluation criteria.

#### **Housing Incentive Program**

Housing Incentive Programs awards TLC capital grants to cities/counties that build high-density housing within one-third mile of a major transit station or

transit corridor with peak period service intervals of 15 minutes or less. These projects must be built to a density of at least 25 units per acre, with larger grants awarded to higher-density developments.

### **Bay Area Air Quality Management District - Transportation Fund for Clean Air**

The Transportation Fund for Clean Air (TFCA) is a grant program funded by a \$4 surcharge on motor vehicles registered in the Bay Area. This generates approximately \$20 million per year in revenue. TFCA's goal is to implement the most cost-effective projects in the Bay Area that will decrease motor vehicle emissions, and therefore improve air quality. Projects must be consistent with the 1988 California Clean Air Act and the Bay Area Clean Air Plan.

### **VTA - Community Design & Transportation Program**

In 2002, the VTA adopted the Community Design and Transportation (CDT) Program. This program is designed to provide information, tools, and planning, technical and design assistance to the cities, towns, and county of Santa Clara to proactively influence the planning and development process. The VTA subsequently developed the CDT Planning Grants Program to provide financial assistance to aid these agencies with planning efforts and policy development that implement the concepts, principles, practices and actions outlined in VTA's *CDT Manual of Best Practices for Integrating Transportation and Land Use*. The CDT Planning Grants are intended to help agencies incorporate transit- and pedestrian- friendly design into the planning and development process through assistance with the development, refinement, and implementation of plans, projects, and policies.

### **Bicycle and Pedestrian Advisory Committee (BPAC)**

At its June 17, 2004 meeting, the Bicycle and Pedestrian Advisory Committee (BPAC) reviewed the draft Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan (See Minutes Attachment C). The BPAC endorsed the Plan with the following conditions:

Bike lanes shall be provided on all streets throughout the Plan area.

The Plan shall establish a curb extension standard that allows space for bicycles by providing a 12-foot travel lane with a 5-foot shoulder or bike lane.

### ***Bike Lanes***

BPAC Committee members felt that it is important to provide bike lanes on all of the streets within the Plan area because of the concern that bicyclists will otherwise use the sidewalks, creating a safety hazard for both bicyclists and pedestrians.

Transportation staff considered this requirement. There are existing Class II bicycle lanes along Morse Avenue, Tasman Drive east of Fair Oaks Avenue, and Weddell Drive between Fair Oaks Avenue and the JWC Greenway. There is a Class III bicycle route along Fair Oaks Avenue; it was determined that Class II bicycle lanes could not be installed at this location without roadway widening. This designation provides a shoulder and Bike Route signage.



The City intends to maximize bicycle facilities citywide (Land Use and Transportation Element policy C3.5.4) by providing a comprehensive bike-friendly street system in Sunnyvale. A major component of this goal is the establishment of bike lanes along arterial and collector streets. In the past, the City has not installed bike lanes along minor streets. Bicycles are able to mix with the traffic characteristics along minor streets without bike lanes.

Transportation staff does not support the BPAC condition to require bike lanes on all streets. The streets within the Plan area that do not already provide bikeways are all considered minor streets: Toyama Drive, Karlstad Drive, and Kiel Court. These streets all have speed limit restrictions of 25 miles per hour (mph). Staff does not anticipate that bicyclists will utilize the sidewalks along these streets due to the streets' traffic characteristics.

Subsequent to the BPAC review of the Plan, staff revised it to include a requirement that all existing bikeways be maintained.

### ***Curb Extensions***

Curb extensions extend the sidewalk or curb line into the street, reducing the street pavement width. Curb extensions improve pedestrian safety by reducing the crossing distance and by slowing traffic speeds. BPAC members expressed concern over the potential safety impacts of the curb extensions for bicyclists, as the narrower roadway reduces the space for bicycles. During the BPAC review of the Plan, there was a discussion about improving the visibility of the curb extensions so that bicyclists will be sure to see the curbing to avoid an accident; however, the final condition placed on their endorsement of the Plan was to establish a curb extension standard that provided a five-foot shoulder or bike lane space adjacent to the travel lane in order to avoid a pinch point for bicyclists.

Transportation staff considered this requirement in its subsequent draft phase of the Plan. Currently, in situations where a curb extension is installed on a street with a bike lane adjacent to on-street parking, the curb extension is located within the area of the parking strip, and the bike lane is not compromised. When a curb extension is proposed to be located at an intersection with a bike lane, the curb extension would not be installed unless the bike facilities could be maintained.

In order to provide the five feet of bicycle space as directed by the BPAC, roadway widening at the intersections would be necessary. If the road were to be widened at the intersection, the benefit of the curb extension would be lost, as the pedestrian crossing distance would remain the same.

Staff does not support the BPAC requirement regarding the establishment of a curb extension standard that provides five feet of bicycle space; however, subsequent to the BPAC review of the Plan, staff revised it to require that curb extensions be installed in a manner that will provide adequate visibility of the curb location for bicyclists.

## **REZONING**

### **Change Under Consideration**

Consideration of a Rezone from R-4/PD (High Density Residential/Planned Development) to C-2/PD (Highway Business/Planned Development) for properties located at 1156 North Fair Oaks Avenue (APN 110-29-040) and 1160 Fair Oaks Avenue (APN 110-29-038).

### **Objective and General Plan Consideration**

This element of the project analyzes the potential Rezoning of two properties located at the intersection of Tasman Drive and Fair Oaks Avenue for the purpose of enhancing commercial development within the study area.

The General Plan designation for the subject properties is "Industrial to Residential (medium to high density) with up to 140,000 square feet of retail".

### **Discussion**

The Rezone action is partly in response to the (original) retail market study conducted in 1997 by the P.J. Donnelly Company which performed a detailed analysis of properties located at the southwest corner of Fair Oaks Avenue and Tasman Drive. This study looked at the extent of the commercial space needed and appropriate site sizes to locate a neighborhood grocery and drug store.

The study found that overall the study area could support up to 140,000 sq. ft. of retail, which would be adequate for a grocery and drug store tenant. Generally, the study concluded that the designation of a location suitable for a shopping center would be warranted if the surrounding area were to develop with medium to high-density residential uses; however, the center would not likely develop prior to significant residential development in the adjoining area, as existing demand is not strong enough to support a center.

To date, staff has been unable to attract a major grocery store or drug store to the area; zoning and/or financial incentives may be required to achieve this objective.

Recent development activity in the study area, notably the Sobrato and Pulte projects, establish that the transition to medium and high density residential is well under way. Staff believes that, within the next few years, residential density will meet saturation levels expected by retail developers. To promote such retail development, staff believes that it be helpful to clearly delineate the location within the study area where the City would like to see such development occur.

The properties proposed for the Rezone action are located at the northeast and northwest corner of the intersection of Tasman Drive and Fair Oaks Avenue and are 6.45 and 3.21 acres respectively. Staff believes that these two sites are the best remaining locations within the study area for the development of retail uses. Both sites are characterized by high visibility and reasonable access.

A Rezone of the subject properties from R-4/PD to C-2/PD will shift the emphasis of future development from high density residential to commercial. The C-2/PD Zone allows a wide range of uses including the development of residential. Although neither site is large enough for a new styled supermarket,

smaller specialty markets or a drug store combined with other neighborhood commercial uses are possible. A mixed use development incorporating commercial and residential elements might be particularly well suited for these sites.

Staff will promote the Rezoning of the sites from residential to commercial to retail brokers. Staff will also notify grocery and drugstore companies of the Rezone action as well as update them on current housing projects in the area. These actions will keep the retail brokers and grocery store representatives apprised of the additional residents moving into the area.

Staff believes that the proposed Rezone will help to focus the location of future commercial development within the study area and will enhance development options for the subject properties. Staff will continue to work with retailers and the owners of these properties to attract desirable retail activity to these sites.

### **Conclusion**

The Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan will enhance the quality of life for residents and future retail businesses within, and in proximity to, the project area through improved pedestrian access to parks and open space, schools, retail amenities and public transportation. The Plan encourages increased pedestrian, bicycle, and transit use through streetscape improvements, land use planning and architectural design. The Plan will be implemented primarily through a combination of the private development approval process and grant funded public improvement projects.

Primarily, improvements will be funded and constructed by developers as part of the development approval process. When development applications are submitted for projects within the study area, City staff will review the proposal and assure that it is consistent with the access improvements and design guidelines described in this document. City staff will then recommend that Conditions of Approval consistent with the Plan be adopted by Planning Commission and/or City Council when the development permit is issued. As part of the approval process, developers will be required to provide a number of pedestrian and transit oriented design features and amenities. The Plan will help to formalize and standardize those requirements.

As noted in the "Rezone" discussion above, the need of commercial services for the growing population within the project area is well documented. The proposed Rezone will help to focus and promote the location of future commercial development within the study area while maintaining development flexibility for the individual property owners.

### **Environmental Review**

A Negative Declaration has been prepared for this project. No significant environmental impacts are expected as a result of the project (See Attachment B).

### **IMPLEMENTATION/FISCAL IMPACT**

Implementation of the Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan will result in additional development costs related to wider

sidewalks, high quality street fixtures, enhanced paving surfaces, etc. These costs will accrue at the time of development or redevelopment of property within the boundaries of the study area (Futures Sites 7 and 8). Such costs will largely be funded by individual project developers. Two examples of such improvements have recently been installed by the Sabrato and Pulte projects, both of which are located within Futures Site 7. Enhanced improvements for these two projects included wider (8 to 10 feet) sidewalks and decorative street light fixtures along Morse Avenue, Kalstad Drive and Tasman Drive. Staff has contacted the Sabrato and Pulte companies regarding an estimate of increased costs of construction related to these enhanced improvements. Pulte Homes notes the following costs:

<b>DANBURY PLACE (Pulte Homes)</b>	
<b>Electroliers</b>	<b>Sidewalks</b>
Standard (14) X \$1,600 = \$22,400	Standard width 4.5 feet
Enhanced (14) X \$3,100 = \$43,400	Enhanced width 8.0 feet \$8.00/sf X 1400 (added) sf = \$11,200
<b>Added Cost to builder = \$21,000</b>	<b>Added Cost to builder = \$11,200</b>
<b>TOTAL ADDED COST OF ENHANCEMENTS = \$32,200</b>	

The preceding example is a project encompassing 8.8 acres with street frontage on three streets; Kalstad Drive, Fair Oaks Avenue and Tasman Drive. The Pulte Homes project is representative of the increase in costs that would likely be experienced from future builders of a similarly sized project. The added costs associated with implementation of Plan enhancements to overall project cost is incidental.

To assist in full implementation of the Plan, City staff will pursue a range of grant funding and other funding incentives as discussed in the "Grant Funding/Incentive Opportunities" Section of this report. There may be fiscal impacts to the City associated with the implementation of the Plan, as some grant funding opportunities may require local matching funds. However, staff would approach the Council with such requests as needed.

The requirement of enhanced street fixtures, e.g. electroliers, will result in additional cost to the City related to long-term maintenance. Replacement fixtures and spare parts will need to be kept in inventory. Such costs are similar to those related to the fixtures installed downtown and are not expected to be significant.

### **PUBLIC CONTACT**

Notices (386) of Public Hearings with the Planning Commission and City Council were sent to all property owners and tenants within 500 feet of the project area. In addition, notices were sent to the Sunnyvale Chamber of Commerce, BOMA (Building Owners and Managers Association of Silicon Valley), the Silicon Valley Manufacturing Group, VTA (Valley Transportation

Authority), and Santa Clara Valley Water District. A copy of the staff report has been sent to the Sunnyvale School District.

City staff met with the property owner at 1156 Fair Oaks to discuss the proposed Rezone from R-4/PD to C-2/PD. Generally, the property owner supports the flexibility of development that the Rezone would accommodate.

In a phone conversation, City staff discussed the proposed Rezone with the representative of the property owner at 1160 Fair Oaks. The property representative noted that long-term leases are currently in place for existing tenants. The property owner is generally supportive of the proposed Rezone provided it would not negatively impact the current use of the property.

Two phone calls were received seeking clarification of the Plan. Caller concerns focused on the ability of existing tenants to continue current business operations.

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## **ALTERNATIVES**

1. Take the following actions:

- A. Adopt the Negative Declaration;
- B. Adopt the Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan;
- C. Introduce an Ordinance to Rezone properties located at 1156 North Fair Oaks Avenue (APN 110-29-040) and 1160 Fair Oaks Avenue (APN 110-29-038) from R-4 /PD (High Density Residential/Planned Development) to C-2/PD (Highway Business/Planned Development).

2. Take the following actions:

- A. Adopt the Negative Declaration;
- B. Adopt the Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan with changes;
- C. Introduce an Ordinance to Rezone properties located at 1156 North Fair Oaks Avenue (APN 110-29-040) and 1160 Fair Oaks Avenue (APN 110-29-038) from R-4 /PD (High Density Residential/Planned Development) to C-2/PD (Highway Business/Planned Development).

3. Take the following actions:

- A. Adopt the Negative Declaration;

- B. Do not Adopt the Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan;
- C. Do not introduce an Ordinance to Rezone properties located at 1156 North Fair Oaks Avenue (APN 110-29-040) and 1160 Fair Oaks Avenue (APN 110-29-038) from R-4 /PD (High Density Residential/Planned Development) to C-2/PD (Highway Business/Planned Development).

**RECOMMENDATION**

Recommend Alternative 1 to City Council.

Prepared by:

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Fred Bell  
Principal Planner

Reviewed by:

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Trudi Ryan  
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Reviewed by:

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Jack Witthaus  
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Approved by:

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